

The "Silent Drummer."
Did you ever think what your advertisement in the newspaper is doing for you? When you close your store in the evening, and go home to your family and friends, not thinking about your business at all, then it is that the paper is being pored over in hundreds of homes—the homes from which your trade is drawn. And there is your advertisement doing its work silently, but surely, and if you have taken pains to make it attractive, its work will be all the more effective. This is repeated over and over again.

THE DAILY CITIZEN.

By RANDOLPH-KERR PRINTING CO.

THE DAILY CITIZEN, (except Sunday), is published every afternoon at 5 o'clock at the following rates—strictly cash:

One Year \$6.00
Six Months 3.50
Three Months 2.00
One Month .50
One Week .15

THE DAILY CITIZEN

Is on sale at the following places in Asheville: HATFIELD'S NEWS STAND, GLEN ROCK NEWS STAND, MODEL CIGAR TOBACCO, PATTON AVE., J. CARSON'S NEWS STORE, North Court Square.

SATURDAY, OCTOBER 18, 1897.

Car Manners and Traveling Ethics.

Among "notes and comments" in the October number of the North American Review is one, a regular screed, by W. A. Croffutt on the subject of the "rudeness of women" in cars and public places. The very suggestion of such a topic implies the rude, selfish and unmanly man; and Mr. Croffutt sustains the title to such character by the arguments he uses to deny to women even the ordinary rights of courtesy. For, in the first place, he treats the subject as one of dollars and cents, as one of financial right or financial loss. "Why should a man who has paid \$2 for a seat on a railroad car—say five cents on a street car—relinquish it to a woman any more than a man should resign his seat in the theatre or orchestra?" Clearly not, on the ground of financial claim, but most often clearly yes, on the ground of deference to the weaker and gentler sex, or the ground of "politeness," or "politeness," motives which Mr. Croffutt ridicules as out of place in a business transaction, such as the purchase of a car ticket and the possession of a car seat. And he justifies his views by European example, for he says: "In no railroad car in Europe, and in no street car or omnibus, do men ever get up to give their seats to women." So much the worse for them. The citation of such rudeness as example for American adoption proves nothing more than the bad influence of existing bad European manners, and degrading force of that Franco or Anglo-Mania at present introducing things to be admitted and imitated which were once as abhorrent to the French and English as they are now to the men of the Southern States. Because it has become the fashion to be rude to females, to push them in the streets and public places, to brutally ignore their presence or claim to courtesy in public conveyances, there is no canon of manners enacted which will compel the submission of the gentleman to a bad and detestable example.

Mr. Croffutt makes a thrust at the South, where, thank Heaven, deference to women is still the rule. He says "the fashion which prevails in such cities as Washington, Baltimore, and other Southern towns generally, commanding that no man shall sit while a woman is standing, was born of the prurient egotism and vanity of men." Thank you, Mr. Croffutt, for the admission that in the South alone, we might infer from your frankness of condemnation, that there not only survives but flourishes that old egotism, gentlemanly courtesy that compels men to courteously deference to woman. It is the courtesy of Prof. Shaler in the same number of the Review that contains Mr. Croffutt's article, shall fall into his hands, he will find that what he ascribes to "the prurient egotism and vanity of men" is the legitimate outcome of those feudal manners inherited by the South which were the generators of the sentiment of chivalry which defined, guided and guarded the intercourse between the sexes, and doing so invested the refinements of modern civilization with the most beautiful and admirable adornment, and gave to it also its strongest safeguards. Heaven forbid that the force of that sentiment shall ever grow weaker with the Southern people, and that to become, or seem to be, mainly in the eyes of those who think it "prurient egotism and vanity of men" to display deferential courtesy, it is spiritual to assert manhood by brutal contempt of what manhood once held to be most manly, and subject women to brutal bullying or contemptuous neglect, because in Mr. Croffutt's views "in questions which involve financial loss" the weakest and most unprotected woman has no more consideration than the roughest and sturdiest man.

We take pride in our Southern attitude on this question; we propose to maintain it. But we may suggest to the women of the South that the men of the South have some claim upon them for some recognition of their generous, chivalrous deference. Mr. Croffutt is right in saying that the purchase of a seat on a railroad or street car is a financial operation, involving the purchase and possession of a right. Neither man nor woman can legally disturb that right. In yielding therefore to the presence, or claim, as the case may be, very often the latter, of a lady, the man does so with full consciousness of the validity of his own right, but with considerate deference to the influence of the gentler sex. It is surrender, not to her rights, but to her relation to a society based on the chivalric sentiment that has ruled with us and our ancestry since feudal days. Since there is no right beyond what good and venerable custom enforces, man, in surrendering what is his and what he has paid for, has at least the right to expect the reciprocal courtesy of an acknowledgment. This is so

often, it might almost be said, habitually withheld, that one-sided politeness becomes irksome; and there is possibility that the suggestions of Mr. Croffutt, even considered by us, will not seem so atrociously brutal and cold-blooded as they appear in the article that first broaches them.

It is getting to be an every day affair on one railroad or another, for the passengers to be "held up" by some imitator of Jesse James or Rube Burrows, now literally past masters of that art. One of these times a gritty passenger will sue a railroad and recover damages for violation of the implied promise of protection. About the most helpless thing in the world is a passenger looking down into the interior of a department of an automobile with an unwhipped villain at the other end, demanding his money or his surplus vitality. Must we come to locked doors as is the English style? But the free-born American citizen would not stand a thing like that.

Those newspapers that have been in the habit of speaking of Mrs. Harrison as "Mrs. President Harrison" are now in a pretty fix. She has been elected president of the "Daughters of the American Revolution" and the papers aforesaid, to be consistent, must now refer to her as Mrs. President Harrison, one title that now is really her's and the other the one that is her husband's and was stolen from him from time to time by the same editors as write of Mrs. Senator Vance, Mrs. Justice of the supreme court Fuller, Mrs. Secretary of the agriculture and dispenser of seeds Rusk; and the like.

There is a general complaint all over the State that the Democrats seem to be asleep, or at least, not very wide-awake. Even in Henderson county there are some men who were at one time, not long ago, extremely anxious for votes for themselves who seem to care very little whether W. T. Crawford gets any or not. It is human nature to remember these things, and doubtless there are a good many citizens who will not forget them. Anyway, the fact is a painful one to contemplate. It is dealt on more in sorrow than in anger.

When next you are traveling in a Pullman sleeper and have to see the ill-paid porter to get any service at all, or find that the smothering upper berth is fastened open whether occupied or not (except in Minnesota where the law forbids that outrage) you can get any amount of consolation in the thought that the Pullman Palace Car company's surplus this year, after dividing a big dividend, is \$2,308,130.

All along down the road towards Raleigh crowds of people filled the day-light trains headed for the state fair. Who can doubt that a large proportion of the same crowds would head this way with money in every pocket, if the fair of western North Carolina were to be held in Asheville every year. Why stand ye idle?

HE IS AT THE FRONT.

The Good Work Hon. T. D. Johnston is Doing.

Col. J. D. Camm in the State Chronicle. Among the speakers giving their untiring service to the democratic cause, is Hon. T. D. Johnston. He was one of the competitors before the convention whose labors resulted in the nomination of Mr. Crawford. With prompt and generous alacrity, Mr. Johnston pressed forward to the aid of his successful rival, a strong and valuable ally. Like Senator Ransom, Mr. Johnston has been an active maker of current political history, and no man among us is better equipped for the work upon which he has entered with so much enthusiasm. He has spoken here in Haywood, in Henderson, in Polk, in Rutherford, and has appointments elsewhere in this and other counties that will engage him until the day of election. One of that gallant band which made the legislature of 1890 so remarkable, so historical in fact for the brilliancy of its young men, the boldness of its aims and the extent and value of its reforms, he still retains the spirit and enthusiasm of that period, but with views enlarged by observation and tempered by experience, more the statesman, less the partisan, but none the less—perhaps more than ever—the ardent, uncompromising democrat, because more than ever he has learned to know that in the principles of his party are involved all that will secure the peace, the prosperity and the honor of his state and country.

Yes, They Should.

From the Wilmington Star. If Governor Cleveland should be the nominee of the democratic party for the presidency in 1902, which he will doubtless be if he lives all that time, the democratic executive committee should engage the services of the distinguished Chamberlain M. Depew to canvass the country for him.

WITH THE EDITORS

The Wilson Mirror cometh to this office not any more at all any time. Alas! Alas!

The compiler of these few brief remarks dreads to take up the Statesville Landmark, for if he conscientiously does his duty by it and the readers of THE CITIZEN that means reading it through—no small job.

THE ASHEVILLE CITIZEN will please be careful to give us credit for what it may find in our columns worth copying—Tuckasee Democrat. Not having seen a copy of the Democrat before for weeks THE CITIZEN cannot knowingly have committed the sin alluded to.

Say what you please about our Rip Van Winkle ways, our people are improving. Brother Branson, "editor and proprietor" of the North Carolina Almanac sends out his sample with the modest request of a two dollar puff as regularly as the year rolls round and with much confidence as the regular yankee advertising agent. But the Almanac is worth ten times what it costs.—Hickory Press.

For all deficiencies that may appear in this issue of the Courier just attribute them to the fact that the editor is a grass widow, and is compelled to assume the duties of housekeeper, nurse, hostler, messenger boy, wood chopper, and many other duties too numerous to mention.—Waynesville Courier. The editor of the Courier because so rattled by his main-follet that he printed a CITIZEN editorial as original.

THE VOTE BY COUNTIES.

The Number Received by Congressmen in 1896.

THE CITIZEN is in receipt of the letter given below and in accordance with the request contained therein the table is published:

SALUDA, N. C., Oct. 14, 1897.
EDITOR THE CITIZEN:—I request of some of our voters I write to ask you to publish the vote in each county for congressmen last election. I would like to know Ewart's majority.
Yours truly,
J. B. TANNER.

The vote in the several districts was as follows:

COUNTIES	SKINNER	WHITE
Beaufort	2,123	1,826
Currituck	992	452
Dare	1,089	816
Hertford	1,124	1,210
Hyde	1,033	1,325
Pamlico	737	635
Craven	1,511	1,042
Perquimans	780	907
Pitt	2,508	2,356
Yre B.	1,470	1,370
Washington	708	1,007
Total	16,615	15,457

COUNTIES	SIMMONS	CHEATHAM
Bertie	1,247	1,090
Craven	1,580	1,235
Edgecombe	1,378	1,578
Greene	1,011	1,042
Hart	1,124	2,842
Jones	747	583
Lenoir	1,005	1,339
Northampton	1,682	1,706
Vance	1,398	1,890
Warren	2,246	1,371
Total	16,651	18,504

COUNTIES	MCCLAMMY	ROBINSON
Beaufort	1,539	1,175
Currituck	1,247	1,240
Dare	2,208	1,162
Hertford	1,480	1,819
Hyde	1,453	1,367
Pamlico	1,166	419
Craven	1,112	1,583
Perquimans	2,411	2,021
Pitt	2,749	2,021
Total	16,809	12,825

COUNTIES	BENN	NICHOLS
Albemarle	1,730	2,057
Burham	1,840	1,616
Catawba	2,018	2,221
Franklin	2,207	1,684
Nash	1,453	1,684
Stokes	1,453	1,684
Surry	1,453	1,684
Total	10,920	17,368

COUNTIES	MORRISON	BROWER
Catawba	1,351	1,724
Franklin	1,351	1,724
Granville	1,351	1,724
Gulford	1,351	1,724
Rockingham	1,351	1,724
Stokes	1,351	1,724
Surry	1,351	1,724
Total	15,265	15,940

COUNTIES	ROWLAND	LOCKYER
Albemarle	1,853	923
Brumfield	1,034	1,440
Catawba	1,596	824
Columbia	2,079	863
Franklin	1,373	2,830
New Hanover	1,251	1,853
Richmond	1,683	2,207
Robeson	2,853	2,042
Stoney	1,59	751
Union	2,042	516
Total	20,502	14,797

COUNTIES	HENDERSON	FRANKLIN	ELLIS
Albemarle	1,351	923	1,724
Brumfield	1,034	1,440	1,440
Catawba	1,596	824	1,440
Columbia	2,079	863	1,440
Franklin	1,373	2,830	1,440
New Hanover	1,251	1,853	1,440
Richmond	1,683	2,207	1,440
Robeson	2,853	2,042	1,440
Stoney	1,59	751	1,440
Union	2,042	516	1,440
Total	15,122	619	12,125

COUNTIES	COWLES	WARD
Albemarle	940	488
Brumfield	973	388
Ash	1,397	1,474
Burke	1,397	1,474
Caldwell	1,237	1,474
Cleveland	2,252	509
Gaston	1,204	1,100
Lincoln	1,204	898
Watkins	1,204	952
Wilkes	1,204	2,230
Total	13,139	10,091

COUNTIES	JOHNSTON	EWART
Henderson	3,044	2,805
Cherokee	483	860
Clay	285	774
Graham	293	184
Haywood	1,329	996
Henderson	889	1,440
Jackson	936	579
McDowell	1,015	852
Mason	1,015	740
Madison	1,294	1,820
Mitchell	673	1,532
Polk	1,683	1,680
Swain	519	591
Transylvania	926	780
Vance	926	780
Total	14,915	15,433

POLITICAL POINTERS.

There is a married man in Winston, says the Daily, whose wife is interrupted in her peaceful slumbers by him while in "dreamland," harrumphing at the top of his voice, "I am a Vance man, and I say so." The gentleman was awakened last night and informed by his better-half that she had no objections to his being for Zeb Vance, but that she did object to being disturbed by hideous yells at night.

Two years ago this writer heard Senator Ransom make a speech in the court house, in Clinton, which we believe no man in North Carolina could have improved upon. Though of a political nature, it was a perfect gem of oratory. Strong men were moved to tears, and at its conclusion the audience eagerly and warmly grasped the senator's hand while tears of admiration and gratitude trickled down their cheeks.—Clinton Caucasian.

A few years ago, when an election was pending, Uncle Eli Alexander, colored, (peace to his ashes!) was on his deathbed in this town. His colored friends lifted him in a buggy, hauled him up and registered him. He died before election day, but he died in the proud consciousness that though Providence had contrived his plans he had done his duty—he had registered. Have you?—Statesville Landmark.

ESTEY. FISCHER.

The World Famous, unequalled, unexcelled, durable and beautiful

ESTEY ORGAN

—AND—

FISCHER PIANO

Are recommended by the best artists. Come and examine our goods before buying elsewhere at No. 37 Patton Avenue. Tuning and repairing a specialty.

G. P. WILLIAMS & CO.

July 24th 1897

THE EQUITABLE LIFE ASSURANCE SOCIETY.

Assets \$107,150,309.12

Surplus 22,821,079.12

E. D. MOORE, Agt., Asheville, N. C.

Office—32 South Main Street. aud 1897

THE LATEST NEWS FROM NORTH CAROLINA.

—It is reported that there is a wild man in the woods, between Mooresboro and Henrietta.

—A circus lost money at Wilmington, the attendance being almost nothing because of Sam Jones' meetings.

—Gen. T. F. Drayton, of Charlotte, at last accounts was thought to be slowly sinking, with no hopes of recovery.

—The Morganton Herald says that a mule belonging to Mr. W. G. Hogan, of Burke, ran away recently, and coming in contact with the coupling pole of a wagon was completely transixed.

—The contract has been let for a building to hold a revival at Mooresboro to be conducted by Evangelist Pike to commence the 9th prox. The building will seat from 2,500 to 3,000 people.

—Some time last week or this the house of Mr. I. G. Warren, two miles north of town, was robbed of a tin box containing all of his deeds, notes, receipts and other valuable papers, three gold shirt studs, and money to the amount of \$170 or \$175.—Statesville Landmark.

—The revenue party went Saturday night to destroy illicit stills near the celebrated King's Mountain Gold Mine, in the edge of Cleveland and Gaston counties. They went, they saw, they conquered, but left in hot haste. The moonshiners were up in arms.—Shelby Argus.

—The people of Clay are hoping for a railroad to be built from Chattanooga to Murphy thence up Hiwassee river by Haywood and Hiwassee, Ga., and on to Clayton. A matter of special interest to Haywood just now is the prospect of the early completion of a telephone line from Murphy.—Franklin Press.

—The colored fair will be opened at Raleigh on Tuesday the 21st with an address by Governor Fowle. The Rev. A. G. Davis will deliver the address of welcome on Wednesday the 22d, and on Thursday the 23d there will be an address by Hon. E. E. Smith, ex-minister and consul general to Liberia. Over five hundred dollars will be awarded in prizes.

There were thousands of visitors to the state fair Thursday, and they will never forget their experience. Torrents of rain fell in the afternoon and there was a high wind. The trains could not handle the people rapidly enough, and thousands were drenched with rain and covered with mud. Financially the fair is a success, though in point of exhibits is not so good as the last one.

A Bargain.

For sale—one vacant lot in Western part of the city, near the cotton factory. Apply to W. M. JARVIS, at Bearden, Rankin & Co.'s or to C. G. Derr, Stanley's Creek, N. C. Oct 2d 1897

ROYAL BAKING POWDER

A cream of tartar baking powder. Highest of all in leavening strength.—U. S. Government Report, August 17, 1890 July 20th 1891

AT THE LEADING JEWELRY STORE.

The entire stock of

Plated Jewelry,

Including fine Brooches, Buttons and Bracelets, at

1-3-ONE-THIRD OFF-1-3

Regardless of cost, as we intend in the future to keep nothing but Solid Gold and Sterling Silver Jewelry.

ARTHUR M. FIELD,

LEADING JEWELER, LEADING

South Main St. Asheville.

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ROOMS, 26 PATTON AVE., (Y. M. C. A. ROOMS.)

Open daily, except Sundays, from 10 a. m. until 1 p. m., and 5 until 7 p.

The terms of subscription are: One year \$2; 6 mos. \$1.50; 3 mos. \$1; 1 mo. 50c; daily 2c.

Officers for 1890—President, Charles W. Woolley; Vice President, Thos. A. Jones; Sec. and Treasurer, D. S. Watson; Librarian, Miss R. J. Hatch.

Citizens and visitors are cordially invited to inspect the catalogue and inscribe their names as members.

GREER BROS.,

(Successors to Baird & Rector.)

No. 28 North Main Street.

"Unaka,"

A SUPERIOR FLOUR MANUFACTURED FOR OUR TRADE, ALL SIZES.

WE SELL FOR \$3.40 PER HUNDRED.

NOTICE.

Beginning to-day the baggage business formerly carried on by The Asheville Street Railway Company will be continued by the undersigned under the name of

THE BAGGAGE TRANSFER CO.

I will be glad to serve my friends, and will promise prompt attention to all orders entrusted to me

Office at Street Railway Company's office. Telephone No. 16. Respectfully,

B. M. JONES, Agent.

September 19, 1890.

sept 19 1891

WE ARE HAPPY TO ANNOUNCE

THAT WE HAVE THIS WEEK INCREASED THE CAPACITY AND FACILITIES OF OUR

CUSTOM DEPARTMENT.

WE HAVE SECURED SEVERAL

FIRST-CLASS, EXPERIENCED WORKMEN, AND ARE NOW READY TO GIVE

OUR FRIENDS A SPLENDID FIT AND

FINE QUALITY, AT VERY REASONABLE

RATES. CALL IN AND SEE US:

ALL WE ASK IS A TRIAL.

OUR REPAIR DEPARTMENT IS

STILL FULL AND ACTIVE, AND WE

CAN GIVE PROMPT ATTENTION TO

ALL WORK BROUGHT IN.

WEAVER & MYERS.

THE SHOE STORE

39 Patton